IN THE CLAIMS:

Please amend the claims as follows:

1-94. (Canceled)

95. (Currently Amended) A brake actuating unit for actuating a motor vehicle brake system of the 'brake-by-wire' type comprising:

a brake booster operable both by a brake pedal and by an electronic control unit, and a device is provided to decouple a force-transmitting connection between the brake pedal and the brake booster in the 'brake-by-wire' operating mode;

a master brake cylinder connected downstream of the brake booster;

a device to detect a deceleration request of a driver, and

a pedal travel simulator which interacts with the brake pedal and due to which a resetting force acting on the brake pedal can be simulated in the 'brake-by-wire' operating mode independently of an actuation of the brake booster, and which can be enabled in the 'brake-by-wire' operating mode when the force-transmitting connection between the brake pedal and the brake booster is decoupled and can be disabled outside the 'brake-by-wire' operating mode, wherein the pedal travel simulator (2) is enabled and disabled by actuation of a pneumatically operable device.

96. (Previously Presented) A brake actuating unit according to claim 95, wherein the pneumatically operable device can be operated by a vacuum source provided in the vehicle.

97. (Previously Presented) A brake actuating unit according to claim 95, wherein the pedal travel simulator (2) includes a movable simulator unit (90) which receives at least one simulator spring (91, 92), and the pneumatically operable device is formed of a supporting surface for the simulator spring (91, 92) being designed in the simulator unit (90) as well as an arresting element (97) which is operable by a vacuum box (98) and arrests the simulator unit (90) in the 'brake-by-wire' operating mode and releases it outside the 'brake-by-wire' operating mode.

98. (Previously Presented) A brake actuating unit according to claim 97, wherein the pedal travel simulator (2) is arranged in the flux of forces between the brake pedal (1) and the brake booster (3).

99. (Previously Presented) A brake actuating unit according to claim 98, wherein a cylindrical component (90) is provided which accommodates at least in part a control housing of the brake booster (3) that comprises a pneumatic control valve, the simulator unit (90), and a resetting spring (94) preloading the simulator unit (90) in opposition to its actuating direction.

100. (Currently Amended) A brake actuating unit according to claim 95, wherein one or more devices are provided to produce a hysteresis in the pedal travel simulator (2)~~are provided~~.

101. (Currently Amended) A brake actuating unit according to claim 100, wherein the one or more devices to produce the hysteresis are designed so that, with rising stroke of the pedal travel simulator (2), friction forces are generated in addition to the force of the simulator spring (17, 18, 78) which counteract ~~the~~ actuating forces~~force~~ acting on the brake pedal (1).

102. (Previously Presented) A brake actuating unit according to claim 101, wherein the one or more devices to produce the hysteresis are formed of a force-transmitting lever (99) connected to the brake pedal (1) and a friction member (100) which abuts on the force-transmitting lever (99) by the action of the simulator spring (78) and cooperates with a friction surface (101).

103. (Currently Amended) ~~A brake actuating unit according to claim 102~~ A brake actuating unit for actuating a motor vehicle brake system of the 'brake-by-wire' type comprising:

a brake booster operable both by a brake pedal and by an electronic control unit, and a device is provided to decouple a force-transmitting connection between the brake pedal and the brake booster in the 'brake-by-wire' operating mode;

a master brake cylinder connected downstream of the brake booster;

a device to detect a deceleration request of a driver, and

a pedal travel simulator which interacts with the brake pedal and due to which a resetting force acting on the brake pedal can be simulated in the 'brake-by-wire' operating mode independently of an actuation of the brake booster, and which can be enabled in the 'brake-by-wire' operating mode when the force-transmitting connection between the brake pedal and the brake booster is decoupled and can be disabled outside the 'brake-by-wire' operating mode, wherein the pedal travel simulator (2) is enabled and disabled by actuation of a pneumatically operable device, wherein the one or more devices to produce the hysteresis are formed of a force-transmitting lever (99) connected to the brake pedal (1) and a friction member (100) which abuts on the force-transmitting lever (99) by the action of the simulator spring (78) and cooperates with a friction surface (101), ~~wherein~~ and the force-transmitting lever (99) and the friction member (100) include inclined abutment surfaces (105, 106) ~~which are so configured~~ that generate a force component develops when the pedal travel simulator (2) is actuated, urging the friction member (100) against the friction surface (101).

104. (Previously Presented) A brake actuating unit according to claim 102, wherein the friction member (100) is arranged on a transmission lever (104) being supported on the force-transmitting lever (99) in such a fashion that boosting of the force component occurs which is produced upon actuation of the pedal travel simulator (2) and urges the friction member (100) against the friction surface (101).

105. (Currently Amended) ~~A brake actuating unit according to claim 102~~ A brake actuating unit for actuating a motor vehicle brake system of the 'brake-by-wire' type comprising:

a brake booster operable both by a brake pedal and by an electronic control unit, and a device is provided to decouple a force-transmitting connection between the brake pedal and the brake booster in the 'brake-by-wire' operating mode;

a master brake cylinder connected downstream of the brake booster;

a device to detect a deceleration request of a driver, and

a pedal travel simulator which interacts with the brake pedal and due to which a resetting force acting on the brake pedal can be simulated in the 'brake-by-wire' operating mode independently of an actuation of the brake booster, and which can be enabled in the 'brake-by-wire' operating mode when the force-transmitting connection between the brake pedal and the brake booster is decoupled and can be disabled outside the 'brake-by-wire' operating mode, wherein the pedal travel simulator (2) is enabled and disabled by actuation of a pneumatically operable device, wherein the one or more devices to produce the hysteresis are formed of a force-transmitting lever (99) connected to the brake pedal (1) and a friction member (100) which abuts on the force-transmitting lever (99) by the action of the simulator spring (78) and cooperates with a friction surface (101), ~~wherein~~ and the one or more devices to produce the hysteresis is arranged in a housing (103) which is pivoted coaxially to the brake pedal (1) on the axis of rotation thereof, with the housing (103) having an arm (102) being supported on the ~~means~~ pneumatically operable device for enabling and disabling ~~activating and deactivating~~ the pedal travel simulator (2).